

Minnesota Transportation Museum



**MINNEGAZETTE**

July/August 1981



# 328 Restored!



The five-year restoration of ex-Northern Pacific 4-6-0 steam engine No. 328 was completed May 30 at Como Shops with the successful steam-up and several test runs of the 76-year-old locomotive. And with the operation once again of this historic Minnesota engine, we dedicate this issue of the **Minnegazette** to the 328!

Thanks to many members, especially **Lorenz P.**

**Schrenk** and **Bill Marshall** for researching the history of the 328, and "U" photojournalism major, **Dawn Holmberg**, for her many photos of 328. Herein you will find everything you always wanted to know about the 328 but were afraid to ask. History. Operations. Specifications. Photographs. Restoration. Happy reading!

## About the Cover

MTM's big moment (and 328's) came on Saturday, May 30, 1981 when 328 ran under steam for the first time in 31 years. Triple combine car No. 1102 was in tow. Photo by **Dennis Johnson**.

## Meeting July 14

The next general membership meeting is at 7:30 pm on Tuesday, July 14 at the Prudential Life Insurance Co. auditorium at 3701 Wayzata Blvd. (Highway 12), just west of downtown Minneapolis. Take the Theodore Wirth Parkway exit off of Highway 12.

The entertainment portion of the meeting will consist of color/sound movies and slides of MTM's first steam passenger train operations from the scheduled July 4 weekend celebration in New Brighton. This is one meeting you won't want to miss. Please note the earlier starting time of 7:30 pm for this busy evening. See you there!

## Membership

The following is the current membership summary as of June 6, 1981:

Family	51
Active	209
Associate	100
Total	360

Nineteen former members were dropped just prior to the mailing of the May/June **MINNEGAZETTE**. Their renewals were not received even though each had been contacted by phone or postcard as well as being notified in renewal forms enclosed in three previous **MINNEGAZETTES**.

When you move or change your mailing status and phone number, please notify me promptly by phone or mail to assure that all museum records are up to date for your benefit. Thanks.

**RAY BENSEN SR.**  
Membership Secretary



Where's the fire? 328 belches heavy black smoke during steam-up. Photo by **Dawn Holmberg**.



## CHSL Ridership Down Slightly

Ridership on the Como-Harriet Streetcar Line is down slightly from 1980. After getting off to a flying start in March (our first March operations) and April due to superb weather, the rains came on most of Memorial Day weekend, traditionally our biggest weekend of the season. As a result, the May ridership was down substantially from 1980 and the season total is about 300 passengers under last year. The breakdown:

	1981	1980
March	133	0
April	1346	275
May	5836	7329
Totals*	7315	7604

\*Includes charter passengers

**MIKE BUCK**  
Vice President, Traction

## Cabooses For Sale

The Lake Superior Museum of Transportation in Duluth has 10 Missabe cabooses for sale and are selling them intact for \$1,500 each. Call **Wayne Olsen** at (218) 727-0687 for details.



Published bi-monthly for members in good standing of the Minnesota Transportation Museum, Inc.

Articles and photos of museum interest are always welcome and will be returned upon request.

Please address all communications to the editor,

**F.H. Rhodes, Minnegazette**  
Post Office Box 1300  
Hopkins, MN 55343



## Meet N.P. Locomotive No. 328

Northern Pacific locomotive Number 328 is a typical "branch-line" steam locomotive of the early 1900s, designed to haul trains of moderate length over lightly-built tracks. Its relatively small driving wheels and short wheelbase permitted it to take sharp curves and run safely on uneven tracks.

Number 328 was one of 10 similar locomotives owned by the Northern Pacific Railway and designated Class S-10. It is a type of engine known as a "Ten-wheeler" or 4-6-0 because of the four small pilot wheels in front and six larger driving wheels. This type of locomotive was popular on American railroads around the turn of the century.

The Northern Pacific owned a total of 294 10-wheelers in 21 different classes. Some were built for mainline passenger service in the 1890s but were replaced in the early 1900s by more powerful 4-6-2 "Pacific" type engines. Most NP 10-wheelers were used for freight or mixed-train service. Some, such as No. 328, operated on the NP until the 1950s.

Locomotive No. 328 was built in August, 1905 at the American Locomotive Company's (ALCO) Rogers plant in Paterson, New Jersey. However, it and its nine sister engines were not bought by the Northern Pacific until February, 1907.

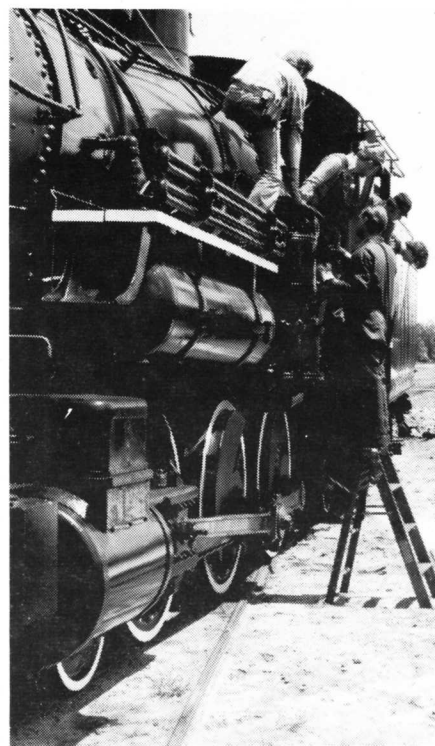
One story that has emerged over the years is that the 10 Class S-10 engines originally

were ordered for the South Manchurian Railway but for some reason were not delivered. Another story is that they were ordered for a railroad in Russia. As we know it today, the story is somewhat different but still unusual.

No. 328 originally was one of a group of 20 10-wheeler locomotives ordered by the Chicago Southern Railway. However, after receiving and paying for six of them, the railroad was unable to complete payment for the rest. ALCO retained or repossessed the remaining 14 engines and subsequently sold them to other purchasers in February, 1907. Ten were bought by Northern Pacific, one by the Pullman Company, one by the American Smelting Securities Company for its Nevada Northern Railway, and two by the Mitsui Company for the South Manchurian Railway. This latter purchase apparently was the source of the "Manchurian Connection" story about No. 328.

Of the six sister engines which were sold to the Chicago Southern Railway, four subsequently were acquired by the Chicago, Milwaukee & St. Paul Railway, and two were transferred to the Wisconsin & Michigan Railroad.

Lorenz P. Schrenk



Waiting for pressure to build, members, from left, Bob Clark, Dave Rushenberg, John Winter, and Shawn Garin observed operation of injector on fireman's side of cab while Ron Beck (on ladder) worked to free sticking valve on cross compound air pumps. Photo by Bob McNattin.

328 at Rush City, Minn., in May, 1940. Note the spoked pilot wheels, later replaced by solid wheels. Photo by Ray W. Buhrmaster.



## No. 328 on the Northern Pacific

In 1908, No. 328 was assigned to the Northern Pacific's Minnesota Division, which extended from Staples to Dilworth, Minnesota. Later the engine was assigned for a time to the St. Paul Division (St. Paul to White Bear and to Staples, Minnesota, and later extended to Dilworth). However, it was on the Lake Superior Division that No. 328 became best known. This division ran from White Bear to Duluth and from Staples, Minnesota to Ashland, Wisconsin.

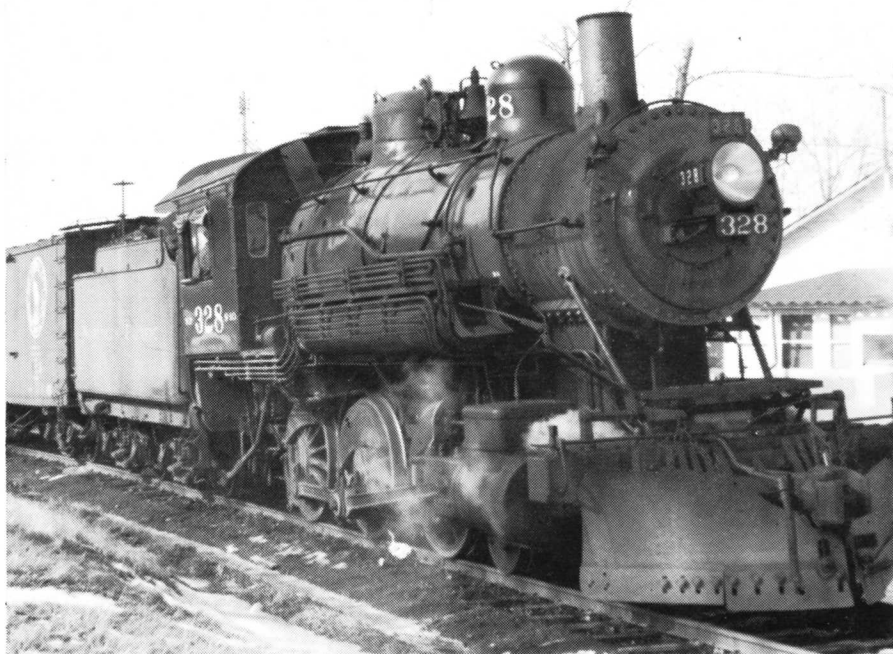
For many years No. 328 operated on the Taylors Falls Branch. This branch extended from Wyoming, Minnesota, on the NP's main line between St. Paul and Duluth, to the small town of Taylors Falls on the Wisconsin border. This 20-mile line was built in 1878-1880 as part of the old St. Paul & Duluth Railroad — the famous "Skally Line." It was a popular branch line for excursion trips to scenic areas along the St. Croix River where it ran past Taylors Falls. A one-stall engine house at Taylors Falls provided a home for the 328 when it was assigned there.

The 328 also operated at times on another former Skally Line branch, the Grantsburg branch. It ran from Rush City, Minnesota eastward into Wisconsin, ending at the small town of Grantsburg.

Declining traffic resulted in the abandonment of the Taylors Falls Branch in 1948. Three years later the tracks of the Grantsburg Branch also were taken up. In June 1950, engine No. 328, now obsolete and no longer needed, was retired from service. Northern Pacific officials authorized the dismantling of the 45-year-old locomotive.

At the last minute, however, the 328 was saved from the scrapper's torch. A group of local railfans who had fond memories of trips with the old engine joined in an effort to preserve her. Their efforts proved successful. In August 1950, ownership of the 328 was transferred to the Minnesota Railfans Association (forerunner to the Minnesota Transportation Museum). In 1955, the engine was put on static display at Stillwater, Minnesota. Here, thousands of travelers saw the old engine as they crossed the St. Croix River between Wisconsin and Minnesota or boated on the river.

Lorenz P. Schrenk



328 pulling a freight at Wyoming, Minn. on March 20, 1948. Note the snowplow attached to the pilot. Photo by R. V. Nixon.

## How A Steam Locomotive Works

The basics of a steam locomotive are really very simple. Water is heated to create steam inside a boiler. Since the boiler is air-tight, the steam builds up a strong pressure. The steam is sent through the pipes to large cylinders mounted on each side of the engine.

Inside the cylinders are pistons. These are connected by strong metal rods to the main driving wheels. Steam is admitted into a cylinder and the pressure forces the piston back. This causes the driving wheel to turn, moving the engine. By sending steam first to one cylinder and then the other, the wheels are kept rotating.

A system of valves sends steam into the cylinders and then lets it escape at the right times to allow the cycle to be repeated. The positions of the valves can be changed so that the direction of engine movement can be reversed. Used steam is exhausted through the smokestack, creating the chugging sound typical of steam locomotives.

On the 328 a supply of coal for fuel and extra water for the boiler are carried in the tender behind the engine. The fireman tends the fire and shovels on more coal as needed through the firebox door. He can add water to the boiler by opening a valve. The engineer sits on the right hand side of the cab and controls the safe movement of the locomotive.

On top of the boiler, just in front of the cab, is a whistle, which is operated by steam, and safety valves which limit the pressure in the boiler. The large dome is where steam is collected. In front of the steam dome is a steam-driven generator for the engine's electric lights and a bell. The second dome contains sand which the engineer can let run down to the rails when extra traction is needed.

On the left side of the locomotive, just in front of the cab, is a steam-driven air pump. Air from the pump is stored in the large, round tank just under the left running board and is used to operate brakes on cars being hauled by the engine.

Lorenz P. Schrenk

## 1300 on Japanese TV

A business and trade delegation from Japan visited the Twin Cities recently and saw the sights. The group attended a North Stars playoff hockey game, toured the local landmarks and paid a visit to the Como-Harriet Streetcar Line. The delegation was impressed with our 73-year-old streetcar and the line in general. A Nagasaki television news crew videotaped all phases of the streetcar operation, which will give Japanese viewers a look at some of Minnesota's transportation history.



## The Restoration of No. 328

Members of the Minnesota Transportation Museum had long wished to add an operating steam locomotive to the museum's collection. However, no operational engines historically associated with Minnesota were available. The only alternative was to find one in good enough condition to be restored. In 1975, members of the museum began discussing the possible restoration of No. 328 with town officials of Stillwater. Initial tests showed that the locomotive could be rebuilt and in 1976, an agreement was signed to lease and rebuild the engine.

Considerable work was required before the engine could be moved. Wooden beams which had decayed had to be replaced; journals had to be repacked; valve gear disconnected; main drive rods removed and all moving parts lubricated -- no small task after 21 years in one position!

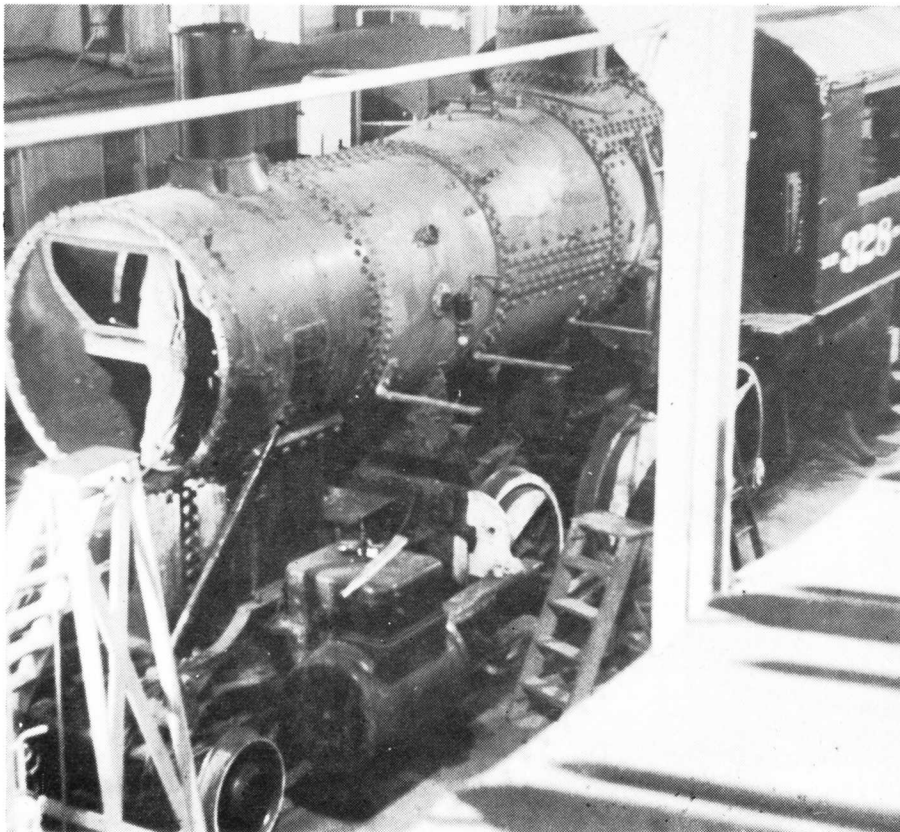
After further inspections, the Burlington Northern agreed to move the 328 back to St. Paul at no cost to the museum. On November 6, 1976, the old 10-wheeler's drivers were broken free and the engine was hauled to the MTM's work space in the Como Shops of the Burlington Northern.

Since then, five years of volunteer work and many contributions of materials and almost-forgotten knowledge have gone into the restoration of the 328. Inspections showed that basically the 328 had a good boiler, but much work had to be done. Eleven boiler rivets, some staybolts, staybolt caps, wash out plug sockets, a steam turret supply pipe, and about 270 boiler tubes had to be replaced. Some corroded surfaces on the fire box had to be built up. Much welding, thanks to ASME master welder **Jim Bertrand**, had to be performed. New lead truck wheels were manufactured in Canada and assembled. Almost nonexistent piston rings had to be replaced. Finally, the boiler had to be re-lagged. Countless other parts had to be repaired or replaced. Now today, once again, this workhorse of iron and steel has become a moving, breathing, vibrating marvel of fire and steam.

**Lorenz P. Schrenk**



328 during early days of restoration in 1977.



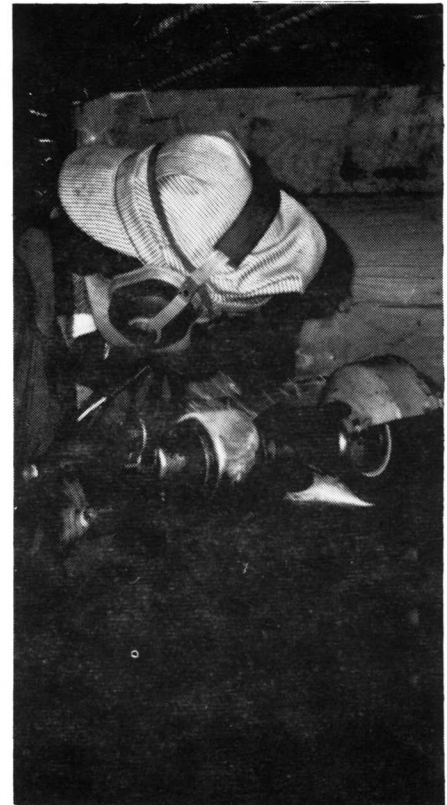
## The First Steam-up!

It is 8:20 on a bright sunny morning at Como Shops this Saturday, May 30, 1981. If all goes well, this will be an historic day for the Minnesota Transportation Museum. Today, after five years of restoration, Northern Pacific 4-6-0 steam engine Number 328 will be steamed for the first time since 1950.

Usually work at the shops doesn't really begin till about 9:30 or 10:00 on a Saturday, but today the shops are already open and perhaps a dozen people are making preparations for the rollout. The diesel-powered Plymouth industrial switcher has been started and the N.P. Triple Combine car No. 1102 switched out of the shop building and onto a side track to clear the way for the 328. No one is saying much, but there is excitement in the air. Many have worked for many years for this day.

At 8:40 am, Vice President for Restoration, **Scott Heiderich**, drives the Plymouth into the shop to couple onto 328. The wheels chatter as the Plymouth strains against the weights of the locomotive and full tender. **Shawn Garin** gets some sand so the Plymouth will have traction for the weight it has to pull. At 8:45 sharp, 328 emerges from the shop and into the sunshine for its historic day.

Keith Anderson working on 328's tender in 1979. Photo by Bob Renz.

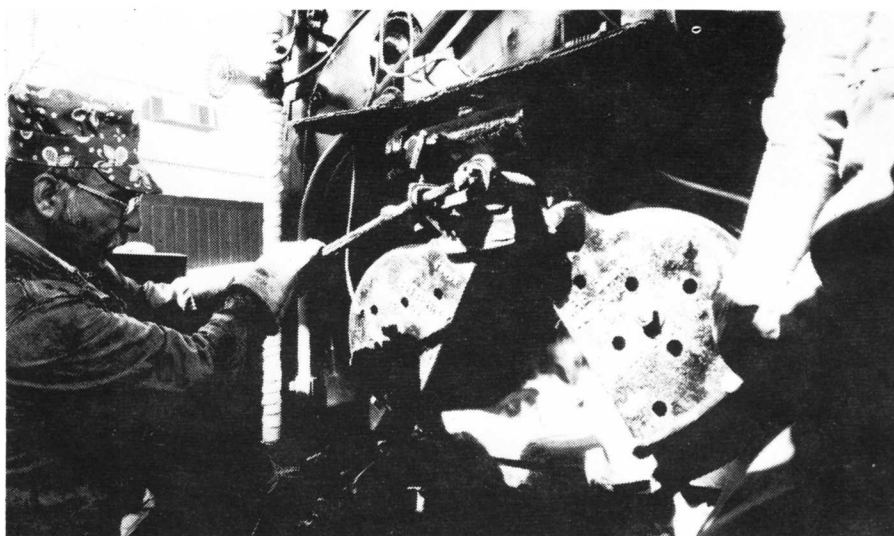


Chief Mechanical Officer, **Bob Renz**, spots 328 about 15 feet outside the shop door. He must connect an air line to operate the blower for a forced draft until the engine is hot enough to supply its own steam. Scrap lumber is brought into the cab as fuel for the wood fire which will bake the hand cast arch brick. Many hands bend to the task. **Ron Beck** climbs atop the boiler to pour in the water treatment compound which will prevent scale and disperse accumulations of oil and dirt. Soon, enough wood is piled next to the locomotive to supply the wood fire for the four hours necessary to bake the brick.

About 40 people are at the shops by now with more arriving every minute. Some are engaged in preparations on the 328. Others are working on removing the seat mechanisms on the Rock Island commuter car 2604, or cleaning windows on the steamlined Great Northern passenger coach 1096. Some are even scraping paint on our Northern Pacific caboose preparatory to painting, but one wonders how long this activity can continue with the distraction of the 328.

The fire is set, the air line for the blower is connected and ready to go. **Renz** comes from the shop with some fuel oil to insure a good fire, and five or six other people are crowded into the cab to ensure a good view of the light-off.

With a flourish, engineer **Jim Bertrand** strikes a fusee to light his first cigar of the morning. The cigar well lit, he discards the fusee into the firebox at 9:03 am, thus igniting a fire in 328 for the first time in 31 years. The first wisps of smoke appear at the stack. As the wood begins to catch, the smoke becomes more dense. A little more



Engineer Jim Bertrand checked the roaring fire in 328's firebox. Photo by Dawn Holmberg.

oil hits the fire and gouts of black smoke pour from the stack. It occurs that perhaps someone ought to contact BN security to remind them of what we are doing before the fire department shows up. The stack clears and the fire is set to burn for the rest of the morning.

Now there's time for coffee and rolls. Work resumes on the other restoration projects as everyone enjoys the sights and fragrances of 328 with a fire in her at last. During the morning two bricks fail and will have to be replaced. Vapors from paint baking on the boiler jacket mix with water vapor from boiler insulation and waft through the vent in the cab roof. The air is fragrant with that aroma of hot oil peculiar to steam engines.

Gradually pressure begins to build. At 70 lbs., engineers **Bertrand** and **John Winter** work with the injectors, but they won't "take-up." At 100 lbs. pressure, the cross-compound air pumps are tested. They too are balky, so there is much tinkering to be done. A rope for the bell is strung. The smokebox door is dogged down more tightly to seal a leak. Some of the control valves sizzle and packing nuts are tightened but no significant steam leaks appear anywhere. By noon all is going smoothly and at 12:10 pm, **Renz** shovels the first load of coal into the firebox. The coal fire is laid and at 12:37, 328 pops off!

At 12:55 pm, with boiler pressure steady at the necessary 170 lbs., the big moment finally arrives. **Bertrand** gives two short toots on the whistle, rings the bell joyously, and moves the throttle. No. 328 moves under her own steam!!! Years of work, countless hours of shop talk, and the united good wishes of all MTM members come together at this moment in spontaneous cheers and applause for 328 and ourselves. We've done it!!! We've done it!!! 328 steams again!!!

**Bob McNattin**  
Executive Vice President



## 328 Characteristics and Folklore

Old 328 is an "air breather." The exhaust steam from the engine is blown out of the smokestack to create a draft for the fire.

Not all of the steam turns the wheels. Some of the steam operates the air (brake) compressors, turns the turbogenerator for



328 building up to its 170 lbs. boiler pressure. Photo by Mike Mazzitello Sr.

electric power, operates the water pumps (ejectors), heats the train, operates the blower (to create a draft over the fire when the engine is not "working steam"), escapes through the two safety valves (if the fireman throws in too much coal), and blows the whistle. The 328 is equipped with a Stephenson valve gear.

Each engineer had his own personal way of blowing the whistle and the railroaders often knew who was "at the throttle" by his style. Some would use sharp blasts, some would use the lonesome wail, and others the wistful moans ("The switchman knew by the engine's moans that the man at the throttle was Casey Jones!") At division points, each engineer had his own whistle code which said, "Ma, I'm pullin' in, put the coffee on! I'll be home in half an hour!"

How big a train could the 328 handle? It has a tractive effort of 26,600 lbs., which means that it can start a train whose resistance (wind, friction, grade, and curve) equalled 26,600 lbs. On a one percent grade, this amounts to 12 loaded or 40 empty boxcars (early 20th century-era cars). But as the speed of the engine increases, its pull decreases. Below 12 mph, the pulling ability of the 328 is determined by the design of the cylinders, wheels, rods, and steam pressure.

Between 12 and 16 mph, the pulling ability decreases and is limited by the ability of the boiler to maintain pressure. Above 16 mph, the pulling ability further decreases, limited by the ability of the fireman to shovel in coal fast enough to maintain steam pressure. The 328 is a "muzzle-loader" — a hand-fired engine. A rare and awesome sight is produced at night when the fireman has the fire door open and the glow of the fire lights up the smoke and steam exhaust in the night air above the train. The top speed of the 328 is about 50 mph.

One MTM member comments that his father who used to run the 328 verified that the engine was top heavy and "rolled" a lot.

A casual observer can estimate the speed of the 328 by sight or sound. Count the revolutions of the drivers in 10 seconds. For 57 in. drivers, this equals the miles per hour the engine is traveling. Or, count the exhaust beats:

(Chug 1) chug chug chug (chug 2) chug chug chug (chug 3) chug chug chug (chug 4) chug chug chug (chug 5) chug chug chug.

If you count five series of chugs (one loud chug followed by three quieter ones) in 10 seconds, as demonstrated above, the engine is going four mph.

**Bill Marshall**



328 really puffing on its first steam run. Photo by Dawn Holmberg.



# NP Locomotive No. 328 Specifications

## BUILT

August 1905 at the Rogers Locomotive Works of the American Locomotive Company in Paterson, New Jersey. Construction Number: 37583 Type: 4-6-0 Class: S-10 Tractive Power: 26,600 lbs. Factor of Adhesion: 4.32

## Bought

By Northern Pacific Railway in February 1907 after being ordered by Chicago Southern Railway. Purchase Price: \$14,950.

## Cylinders

Diameter: 19 in.  
Stroke: 26 in.

## Wheels

Drivers: 57 in. dia.  
Engine truck: 30 in. dia.

## Boiler

Diameter: 63 1/4 in.  
Pressure: 190 lbs. per sq. in.

## Firebox

Length: 84 1/8 in.  
Width: 66 1/4 in.

## Heating Surface

264 tubes, each 2 in. dia. by 13 ft. - 7 in. long providing 1,865 sq. ft. of heating surface, plus 145 sq. ft. in the firebox for a total of 2,010 sq. ft.

## Clearance Dimensions

Height, Rail to top of stack: 14 ft. - 9 3/4 in.  
Height, Rail to top of cab: 13 ft. - 11 5/8 in.  
Width over pilot beam: 10 ft. - 5 in.  
Width over runboards: 10 ft. - 3 in.

## Weights, Empty (lbs)

Total, engine:	131,000
Tender	46,350
Total, engine and tender	177,350

## Weights, Working Order (lbs.)

Drivers	115,000
Engine truck	38,000
Total, engine	153,000
Tender	104,000
Total, engine and tender	257,000

## Tender, Class 8C

Capacity, water, gallons	5,000
Capacity, coal, lbs.	16,000

## Retired

June 1950

## Rebuilt

May, 1981 by Minnesota Transportation Museum

## Bill Marshall

Lorenz P. Schrenk



Bob Ball, Jim Bertrand, and Dave Rushenberg watched the water release. Photo by Dennis Johnson.



Bob Renz checked the whistle. Photo by Dawn Holmberg.

## Railroad Operations

As you have been reading, our steam locomotive N.P. 328 is very much alive and running at Como Shops. The tender has just received its "Northern Pacific" lettering and we are now ready for our first operating season! Everyone who had a hand in this extremely challenging restoration certainly is to be congratulated.

As mentioned in the last **MINNEGAZETTE**, the official dedication of the rebirth of the 328 will be at Como Shops on Saturday, June 27, Member's Day, from noon until 5:00 pm with an official ceremony at 1:00 pm. The event is open to members and invited dignitaries only.

### FIRST PASSENGER TRIPS

MTM's first steam passenger train service will take place on Saturday and Sunday, **July 4 and 5** in New Brighton with eight trips daily. Each trip will take about 45 minutes. The first passenger train will leave the New Brighton stock yards at 9:00 am.

The train will consist of N.P. 328 and tender followed by the Rock Island 100-seat commuter coach No. 2604, an ex-CB&Q car from the Chicago, Madison and Northern; Duluth, Missabe & Iron Range coach No. 33 from the Lake Superior Museum of Transportation; our recently-acquired BN coach galley car No. 1096; and Art Pew's "Gritty Palace." Total seating capacity of the train will be about 350. This will be a historic occasion and great fun also, so plan to attend.

Other railroad activities this summer are still tentative, but we plan on participating in the combined Amtrak Family Days - BN Railroad Days celebration on the weekend of July 25-26 on the old restored Main Street, across the Mississippi River from downtown Minneapolis during the Aquatennial.

On August 13 through 16, the 328 will return to Stillwater, its static display resting place for 25 years, for Lumberjack Days.

All in all, it sounds like its going to be a great summer for us with two streetcars and a steam engine all restored and running, so mark your calendars and plan to attend.

### TRAINING

If you missed our first training session on June 6, we will hold another one sometime in September. Watch for details in the next **Minnegazette**. The training program was an excellent introduction to railroad safety and rules and I'd like to thank **George Marks** and **John Winter** for the great job they did.

**Bob Ball**

Vice President, Railroad



John Winter and Dave Rushenberg worked to free sticking valve on air pumps. Photo by Bob McNattin.



Bob Renz, left, checked the water release while Jim Bertrand controlled the flow. Photo by Dawn Holmberg.



Dave Rushenberg (behind headlight) and Ron Beck hung classification lamps on smokebox of 328 while Casey Bensen opened valve on compressed air line from shop for the blower. Photo by Bob McNattin.



Engineer John Winter tried his hand at freeing a sticking valve on the air pumps. Photo by Bob McNattin.



Photo by Dawn Holmberg.

## Job Opportunity

Would you like a permanent career in a high opportunity, interesting field with a good-paying job, appealing working conditions and a choice of employers?

This package awaits you in the automated packaging industry of which there are numerous firms dependent upon cans, bottles, and containers fabricated from metal, wood, paper and plastic for packaging their products.

Hennepin Technical Center in Eden Prairie, Minn., nine miles southwest of Minneapolis, offers a unique and thorough automated packaging course turning out Packaging Machine Mechanics, Technicians and Operators. Courses run the length of 6 to 24 months depending on previous experience (if any), aptitude and employment objectives. Helpful high school courses would include math, draft-

ing, and mechanical pursuits including personal qualities of good eye and hand coordination.

Hennepin Tech at Eden Prairie has supplied for free several thousand plastic bags MTM has utilized for streetcar postcard packs at Lake Harriet, Minnehaha Depot, and aboard NP No. 1102 for the past several years. They have also furnished the sealing machine for closing the bags, all of which have been greatly appreciated. The Packaging Department at Eden Prairie Tech is of the opinion there are many MTMers and their friends who would be interested in a packaging job career where interesting employment is immediate right out of high school. Call **Ray Bensen Sr.**, 922-4706, for further information and brochure or drop him a postcard for further particulars.



Still-active N.P. 328 pulling railfan special in east Minneapolis on Sept. 18, 1949. Photo by R.V. Nixon.



Ron Beck adjusted packing ring on cross compound air pumps. Photo by Bob McNattin.

## Members Wanted!

Members wanted — for some good old-fashioned fun. We're rolling under steam for the first time and we need trainmen to help get us rolling on the right track. We'll be steaming many places this summer and fall. Become a member today and live a little of yesterday.

Be one of the first motormen to run the restored Duluth streetcar later this summer on the Como-Harriet Streetcar Line. The car is almost ready to roll and we'll need extra motormen for two-car operations. Join us now and become part of a proud tradition. Membership now totals over 400 members (including family members) and is chugging upwards fast. The sooner you join, the sooner you can select your operating dates!

- ☐ MTM FAMILY membership (\$20 per year). All members over 18 eligible to operate museum equipment.
- ☐ MTM ACTIVE membership (\$15 per year). Eligible to operate museum equipment.
- ☐ MTM ASSOCIATE membership (\$10 per year).

All members receive the bi-monthly Minnegazette magazine at their homes.

I do not wish to join MTM, but would like to contribute to the restoration (tax-deductible).

Name \_\_\_\_\_ Phone \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State & Zip \_\_\_\_\_

Mail to: **Minnesota Transportation Museum, Inc.**  
P.O. Box 1300, Hopkins, MN 55343

### Business/Social

**July 14:** General membership meeting  
**Sept. 8:** General membership meeting.  
**Sept. 27:** MTM picnic at Lake Harriet  
**Nov. 17:** General membership meeting

### Railroad

The following agenda of MTM railroad appearances is tentative, but represents the events to which we have been invited by organization that are likely to follow through.

**July 4-5:** New Brighton first annual Stockyard Days. 328, 1102, Gritty Palace. Revenue operations.  
**July 10-11:** St. Cloud festival. Car 1102.  
**July 17:** Staples Railroad Days. Car 1102.  
**July 25-26:** BN Days on main street. 328, 1102, 2156, other equipment. Aquatennial event.  
**July 25-26:** Amtrak Family Days. 328, coaches, hoped-for revenue operation.  
**August 13-16:** Stillwater Lumberjack Days. 328, coaches, hoped-for revenue operation.  
**Sept. 26-27:** James J. Hill Days, Wayzata. 328, coaches, hoped-for revenue operation.  
**Sept. 10-13:** Jesse James Days, Northfield. We have asked the Jesse James Days organization to consider hosting 328 and train.  
**Sept. 12:** Brainerd Railroad Days, Car 1102.  
**Sept. 19:** Brainerd Railroad Days, Car 1102.

### Streetcar

**August 28th:** Tenth anniversary of first revenue run of 1300.

### Dennis Johnson

Vice President, Public Relations

# Calendar of Events

### Minnegazette

Post Office Box 1300  
Hopkins, MN 55343

Non Profit  
Organization  
U.S. Postage  
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Permit No. 3844



# MINNESOTA STREETCAR MUSEUM

PO Box 16509  
Minneapolis, MN 55416-0509  
[www.TrolleyRide.org](http://www.TrolleyRide.org)

August 2021

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